lecade with the same number of inhabitants. This difference, however, is not as much a reflection upon the general progress of this city as it would appear at first sight-Owing to special circumstances, the public spirit of the Western towns is more active Southern towns, but the phenomenal adwealth and population, is due in overwhelm. ing measure to additions from outside.

tion, and it would be found that it had not the progress of this city, as to give it a po sition of notable superiority. This comwith which the Western towns are advancdoing so much for the latter are totally absent here. Practically, Richmond has received little or no impulse from the opera tion of those influences that follow in the train of that inflowing population which has transformed the whole face of the West. Her growth has been an internal growth, and as far as it has gone it has been most ence of character, his patriotism, and hi

It is idle, however, to talk about the magnificent prospects of this city in any brief extent of time. If Richmond is left to grow own population, and the accumulation of there were more Republicans of his person wealth from within, it will not improbably al stamp in the Southern States, the Reput be half a century before it will attain to lican party would not have sunk there to the proportions of a very large and a very, the low point in pepular hatred which i prosperous city, size and prosperity being now occupies. tested by Northern and Western standards. When it has become such a city, it will probably find that it has half a dozen rivals of equal importance with itself in the point of population and wealth in this State.

It is perfectly clear that Richmond has no just ground for thinking that it will become sources are as inexhaustible as the resources of the Northern and Western States. The question of the hour is what are the most practical methods of diverting to this community a fair proportion of these resources. Whoever gives the most satisfactory answer to that question is deserving of the popular gratitude.

THE election of Hon. J. Taylor Ellyson to the position of chairman of the Democratic Executive Committee of the State and indefatigable than the spirit of our will be regarded with very general satisfac tion by the members of the party through vance which the former have made in out Virginia. The selection is an admira still a young man in years, but one who has Take any city in the West of the same enjoyed slong experience in public affair size as Richmond, and eliminate the greater having filled with distinguished ability part of what it has gained from immigra- every public position to which he has been called. Capable, energetic, conservative made such rapid progress, as compared with and firm, he promises to make one of the most competent chairmans of the State munity cannot be expected to move forward sponsible and onerous position. He enters with anything approaching the rapidity upon it with the best wishes and with the most sanguine expectations in his favor of ing, simply because the conditions that are all his party associates in every part of Vir-

THE active part which Congressman Ewart has taken on the floor of Congres in opposing the infamous force bill reflectellectual capacity, but upon his independ warm regard for the best interests of the South irrespective of parties. He does no profess to be anything but a Republican in his political leanings, but he is a Southern by the force of the natural expansion of its er first and 🐞 Republican afterwards.

THE COPYRIGHT BILL.

Refutations of Objections to It-Appeal to Sober Second Thought. Mr. Robert Underwood Johnson has sen

to THE TIMES the following communication which is reproduced with pleasure: term within a reasonable length of time, unless it can draw to itself in a steady stream some part of the wealth and population of the Western and Northern communities. It has already drawn upon the rural communities of Virginia, but these drafts have reached their limit. It must now draw upon sections of country whose rehoped to secure your active support of the bill. We have the more hope of this since a number of Representatives who voted against the bill have expressed their regret that they did so, and have explained that their votes were cast under a misapprehen-sion as to the effects of the bill, or upon in-sufficient consideration. sufficient consideration.

The objections to the bill were twofold.

First, that it would create a monopoly; and second, that it would make books dear.

and the most practical metabols of discriming to this community after properties of the control of the control

THE TIMES.

FURLISHED BY THE TIMES COMPANY, AT 900 EAST MAIN STREET, AT

he must pay either the higher price forced by the lack of International Copyright or must go without, and in most cases he goes without. Mr. Mills, there-fore, in opposing International Copyright is virtually building a wall about the State of Texas and saying: "We must have cheap literature for the people, but it is not neces-sary that it should be American. All kinds of foreign literature may be admitted, but cheap American literature must be kept out.

THE HARVEST.

It is idle to ignore the fact that what we plant in literature in the minds of our young people, we shall reap imtheir contribution to the social and political character of our institutions. We cannot feed them almost exclusively on foreign novels of the second, third, and fourth class and expect them to have sympathy with American ideas, to become acquainted with American traditions and history, and to partake of the broad fellowship of one section with another which comes from contemplating the life of each as reflected in its local literature. It is ide to declaim against case on Fourth of July platforms, when the young men and women who listen to you are imbibling, in their daily reading, ideas of snobbery, worship of rank, French social impurities, and many other alien notions. We restrict immigration, and shall probably restrict it more; but we have no restrictions against such insidious dangers.

And at another to let in the fee?

Indeed we put a premium on the sprem of foreign ideas and evils by giving them a artificial advantage in our own markets and when Americans ery "fair play" warge in our defense that it is for the benefit of the people! Meanwhile the people arerying out to be relieved of the imputation of being virtually receivers of stolen goods. The passage of the Copyright bill will demore than any other single measure now before Congress to reconferce and spread true Americanism.

rue Americanism.

GREAT DEMAND.

A word as to the character of those who apport this bill. It is the outcome of a most areful adjustment of the different interests avolved in the making of a book, and t is cordially and unanimously supported by the authors, the publishers, the employing printers, and the typographical unions of the country. Hundreds of distinguished nen, whose names have added lustre to American literature and history, have adocated the bill over their own names. The gress is overwhelmingly in favor of it, and newspaper publishers, librarizans, educators, music composers, and the intelligent eading public generally, have formally interest in the petitions to Congress.

SECRET OPPOSITION. SECRET OPPOSITION. Now, turn to the opposition. Do we find any similar weight of intelligence or influence opposing this bill? On the contrary, the op-

REAL ESTATE BUSINESS. SPENCER, SIGGINS & BOOZ,

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ng at a distance, and returns promptly

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Northside Land Co.

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The MAGNIFICENTIRON VIADUCT (1.100

feet long) that will connect CHESTNUT HILL

will be constructed at once, bringing the company's property within a FEW MIN-UTES WALK of the CAPITOL SQUARE, and been guaranteed by the Highland Park Company, under certain conditions.

These improvements, reinforced by the ad-TURAL BEAUTY, GREAT ELEVATION NOTED HEALTHFULNESS and the RE-STRICTIONS made by the Company against all NUISANCES, make this unquestionably he most DESIRABLE SUBURB of the city

Several houses are already being built, an any person wishing a home of his own (after ecuring a lot), can have it by applying to

ON TEN YEARS TIME. just such a house as he may desire, payme

Secure a home for yourself and family.

PRICE than you will have to pay for them after the above IMPROVEMENTS HAVE ALL BEEN COMPLETED.

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A mile and a quarter from

STATE HOUSE.

Overlooking the entire city.

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Sold on monthly payments, and at Extremely Low Figures.

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All Kinds and Prices.

Of Every Description,

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809 EAST MAIN STREET. ANSY PILLS

STOPPED FREE Dr. KLINE'S GREAT NERVERESTORER

THE NORTH CAROLINA STEEL AND IRON COMPANY

Greensboro, N. C.

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THE CAPITAL STOCK OF THE COMPANY IS \$1,000,000.

The Company will build at once Two Seventy-five Ton Furnaces, One to Make Bessemer Iron, and the other, Mill

This company has purchased about 2.500 acres of hand within and adjoining the corrate limits of Greensboro, bounded on the north by North Buffalo river, and beautifully cated for building and manufacturing sites, at an average price of 33.00 an acre. This no more than has been paid for the town site lands on which most of the industrial tow of the South have been built up, and in comparison with which this has the immeasural avantages of extensive railroad connections and facilities, unexcelled by any of them, attractive, progressive town of 7,000 people to start with. Water works, gas works, elect light works, paved streets, churches and schools, elegant houses, an established society a all the attractions that pertain to au old community.

LAND SALES.

REPORT OF THE RUN

-OFTHE-

"ORE HILL" CHAR-COAL FURNACE.

DEAR SIE,—When you asked me, some daysego, what was the yield of metal at Ore ill Furnace for every 100 pounds ore put in the tarasce—at that time I could not recollect. Yesterday I was overhanding some of the Sapona fron Company's capers, and came ross the furnaceman's report of the amount of charges put in and metal made during the est ten days of April, 1865, from which I find that for every 100 pounds of ore charged, the rance is created with a fraction over 63 pounds of metal. Yours truly, salisbury, N. C., Sovember 15, 1836.

From a Letter from S. A. Richards. [Formerly Superintendent of Furnaces, Joliet Steel Company.]

Bessemer Iron in North Caroina.

	Metallie Iron.	Phosphorus
Prof W. C. Kerr's re	eport	none
Water and the second of the second of the	58 07	none
Dr. O. D. Allen	59,62	122
	54.90	HORE
97		none
44		110110
Crane Iron Compan	Y	411
1		101
- 64	40.07	7.500
**	33.10	4.001
	40.70	11/01
Booth, Garrett and	Blair	4.20
The state of the s	100.17	19.00
**	27.04	10.30
		0/24
S. A. Richards	1817,583	1000
H		HORE
17		none
		10000
Prof. F. A. Genth	07.00	330000
44	19,03	2343134
	67.60	none
W 322	57.82	none
	45.40	none
11. 11. 12.	37 17)	Alone,
14	54.80	12.45

BALTIMORE, MD., March 3, 1890. Mr. J. A. Odell, Greensboro, N. C., President North Carolina Steel and Iron Company; Dear Sir,-I gave Mr. J. A. Gray to-day the following estimate of the cost of making plon at Greensboro. iron at Greensboro.

Limonite 50 per cent., f o, b, at Ore Hill—2 tons ore at \$0.55....

Freight to Greensboro—2 tons, 40 M, at 5c...

Coke, f, o, b, at Forchonias—15c tons at \$1.65...

Freight to Greensboro—15c tons, 245 M, at 5c...

Limestone, f, o, b, at Germanton—15c tons at 0.30...

Freight to Greensboro—15c tons, 35 M, at 5c...

Pay-roll—Officers and men...

Pay-roll—Officers and men...

Vouchers—Maintenance, repairs, etc...

Interest on \$10.00 per ton daily output. Cost of one ton pig at Greensboro

Fuel Supply.

Limestone.

Limestone is found in abundance near Germanton, about thirty miles above Greensbotthe C. F. and Y. V. road. in an ample supply and of as good quality as could be desired.

Location of Works.

The Company, after imach deliberation, fixed upon Greensbore as being by far the most destrable place for the location of its works. It was selected because of its central location; its important railroad connections; its equable climate and remarkable heatifulness; its thrifty, enterprising and progressive spirit, and its unsurpassed natvantages for general manufacturing. It is on the main live of the Richmond and Danville system, one of the greatest of North and South lines. It is on the Cape Fear and Yackin Valley road, which, with the recent completion of the extension from Fayetteville to Wilmington, and the connection to be made next year at the State line, near Mt. Airy, with the Norfolk and Western, will be an East and West trunk-line, furnishing connection with the West, and a tide water outlet. Another outlet to the sea will be afforded by the road the Richmond and Danville to mpany is now building from Raleigh to Norfolk. The Winston and Wilkesboro Danville to mpany is now building from Raleigh to Norfolk. The Winston and Wilkesboro branches of the Richmond and Danville, penetrating the lessemer ores of Western North Carolina, have their stritup point at Greensboro. Southeast of Greensboro are hundreds of thousands of acres of magnificent timber, unculied, long leaf pine, and several varities of hardwood.

With the impetus given it by this enterprise, and with its advantages for ion and steel making and the manufacture of products using these as raw material, its advantages for wood-working shops of every sort, for textile industries, and for manufacturing in general, together with its attractions as a piace of residence, Greens-oro ought to become one of the most important centres of industry in the Southern States since the war, and is destined to revolutionize steel-making in America. Capitalists should give this matter their earnest attention. It is worthy of it, many persons who are not considered over sanguine confidently expect this stock to be worth over \$250 per share, within two years. It s

Subscriptions to Stock.

The capital stock of the North Carolina Steel and Iron Company is \$1.000,000, in shares of \$100 cach. The purchase of ore properties and town site lands, and the work of organization, etc., will involve an outlay of about \$100,000. The remaining \$600,000 will be used for constructing and operating the two furnaces, and such alited industries as the company may dectarmine to establish, and for developing and making valuable its town property. The Company offers for sale at par, such of its stock as may not have been taken. It is to be paid for, one fourth down; and the remainder, to be subject to proper calls from the Board of Directors; calls not to be made for more than one-fourth at any one time; and not to be oftener than one-in sixty days. Books of Subscription are Now Open At

THE DAVIS AND WILEY BANK SALISBURY, N. C. THE STOCK IS NON-ASSESSANGE THE TOTAL PAID UP

GREENSBORO, N. C.

KALLEDADS.

BURITEST AND QUICK EST ROUTE SOUTH
AND SOUTHWEST.

SCHEDULE IN EFFECT APRIL 22, 1890.

LEAVE RICHMOND:
TRAIN No. 52, 2:30 A. M.
COUTHEEN EXPRESS, daily, for Danville,
Norman Baleigh, Randleman, Salisbury, Asheville,
Hot Springs, Charlotte, Columbia, Aiken, Augusta, Atlanta, Birmingham, Monigomerry, New Orleans, Texas, and California, Pullman palace sleeping-cars Richmond to Danville and Danville to Asheville, Augusta, Birmingham, and New Orleans,
TRAIN No. 54, 1:200 A. M.

VIRGINIA AND NORTH CAROLINA EXHORSS, daily, for Engiverille, all stations on the Norfolk and Western Railroad, Lynchourg, Knoxville, Chaltanooga, Memphis, and Nashville; also for Keysville, Carksville, Oxford, Henderson, Durham and Raleigh This trian goes through solid to Raleigh.
TRAIN No. 50, 3 P. M.
TRAIN No. 50, 5 P. M.
TRAIN NO

and Raleigh.

TRAIN No. 50, 3 P. M.

PAST MAIL, dully, for all points on the Farmytlle and Powhatan Raitroad, Danytlle, Greensboro, Winston-Salem, Raleigh, Charlotte, Asheville, Columbia, Augusta, Atlanta, Birmingham, Montgonsery, New Orleans, Texas, 2nd California, Pullman palace sleeping-cars Danytile to Augusta and Atlanta, and at Greensboro sleeper via Asheville to Morristown, Tenn.

TRAIN No. 40, 6 P. M.

TRAIN No. 40, 6 P. M.

TRAIN No. 40, 6 P. M.

TRAIS NO. 40.6 P. M.

A MFLIA ACCOMODATION, daily, except sunday, for Amelia Courthouse and in-

YORK RIVER LINE VIA WEST No. Richmond Petersburg.

DAILY EXCEPT SUNDAY.

LEAVE RICHMOND:
TEAIN No. 51, 3:20 P. M.
TOCAL EXPRESS, daily, except Sunday
Sunnects with stage for wilkerton, also connects with stage for wilkerton, also connects with Baltimore steamerst West Point.
TRAIN No. 55:235 P. M.
DALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with York-river steamers for Baltimore. At Haltimore and Oldo Baltimore Steamers connect with Haltimore and Oldo Baltimond Washington, Philadelphia.

NORFOLK AND WESTERN RAILROAD.

TWO DAILY TRAINS TO NORFOLK.
TWO PAILY TRAINS TO LYNCHBURG.
SCHEDULEIN EFFECT MAY 11, 1850.

LEAVE RICHMONIC BY RD-STREET STATIVE NORFOLK THOUGH CAPPERS. Ar
rive Norfolk 12:26 P. M., Stops only
at Principlus and Norfolk through express. Ar
rive Norfolk 12:26 P. M., Stops only
at Principlus and Banfolk. A second train, heaving Petersburg at
11:30 A. M., and arriving at Norfolk
at 2 F. M., ntops at all stations.

130 A. M. Dully, see Petersburg. Arrive at
Petersburg 10:18 A. M., No. 3
leaves Petersburg 11:15 A. M. for
Farraville, Lyambing and all
points South and West.

3:35 P. M. Dully, as Petersburg.
Petersburg Arrives at
Petersburg 4:15 P. M., ally: leaves
Petersburg 4:15 P. M., ally: leaves
To M. WESTERN

THE ONLY ALL-RAIL LINE TO NORPOLK
LEAVE.
Richmond, 92:40 A. M. (Norfolk, 7:20 P. M.,
Norfolk, 43:00 P. M. (Norfolk, 12:15 P. M.,
Norfolk, 43:00 P. M. (Norfolk, 43:00 P. M.)
Norfolk, 42:00 P. M. (Norfolk, 43:00 P. M.)
Norfolk, 43:00 P. M. (Norfolk, 43:00 P. M.)
Norfolk, 42:00 P. M. (Norfolk, 43:00 P. M.)
Norfolk, 43:00 P. M. (Norfolk, 4

R. W. COURTNEY, Passenger Agent, W. B. BEVILL, peral Passenger Agent CHARLES G. EDBY, Vice-President, General Office, Rounoke, Va.

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OLD DOMINION STEAMSHIP COM-FOR NEW YORK,

Steamers leave Hichmond EVERY TUES-DAY and FRIDAY at 5 P, M. Manifost 1.5 e, one hour before sailing time.
Steamers beave New York for Richmond EVERT WeDNESDAY and SATURDAY at 3 P, M., arriving in Eichmond MONDAY and FRIDAY northings.
Passenger accommodations unsurpassed. . 59 00 herth)
bound trip tuckets, limited to thirty
days after date of Issue
locrage, with subsistence
tecrage, without subsistence
abin fare via Chesapeake and Onio

Railroad 10 00

Cabin fare via Richmonal and Petersburg Railroad. 10 00

Burg Railroad. 10 00

Teketa can be obtained at A. W. Garber's 10 000 Main street. Chesqueake and Ohlo and Eteinmond and Fetersburg depots, and at company's 6 fices, 15of Main street and wharf, Rocketts. Freights forwarded and through balls of lading issued for points beyond New York. Freight forested and through balls of lading issued for points beyond New York. Freight received daily until 5 P. M. Pissengers leaving Hishmond on MON-DAYS. TEUROAYS. WEDNESDAYS. Freight received daily until 5 P. M. Pissengers leaving Hishmond on MON-DAYS. TEUROAYS. WEDNESDAYS. Sundyster. Tobaccoville. Rails-ville, Belona. Powhatan Courthouse, Sundyster. Tobaccoville. Rails-ville, Belona. Powhatan Courthouse, Sundyster. Indicate the later of the l

TIRGINIA STEAMBOAT COM-JAMES RIVER LINE FOR THE SEA-SHORE CHEAPIST AND MOST PLEASANT SOUTE TO OLD PORTSMOUTH, VINGENIA BEACH, OCEAN, VIEW, NEWPORT NEWS, CLARK-MONT, AND JAMES RIVER

At OLD POINT and NORFOLK, closely with all lines for Hallimore, Philhadelphia and New Yors, Virginia Besed and Cegan and New Yors, Virginia Besed and Cegan View same afternoon: also at Norfolk for Eastern North Carolina and the South,
ALNEWPORT NEWS for Hampton and Smithheld Va.
And at CLABEMONT with the Atlantic and Danville Ratiroad for Waverly, Hicksford, and all statons.
ONLY ALL WATER ROUTE.
JAMES RIVER BY DAYLIGHT.
GIERAT TOURIST LINE.
JAMESTOWN, DIACH GAP, AND WAB SCENERY.
FARE TO OLD POINT AND NOFFOLK, \$1.50, STRAIGHT: \$2.50 EGOND
TRIP: \$1 SECOND-CLASS.
FIRST-CLASS MEALS.
The elegant and fast steamer
ARIEL.
CAPTAIN DEVO.
(carrying United States mail), jeaves Itlchmond every
MONDAY, WEDNESJAY AND FRIDAY AT 7.4. M. (STREET-CARS GO DIRECTLY TO STEAMER'S WHAIF) for above-namee chaces. Refurning, the steamer leaves North Roughly Control of the Co CONNECTIONS:

M. Through tickets on sale on steamer and at Garner's Agency, No. 1000 Main street, Baggage checked through.

STATE-ROOMS ENGAGED FOR DAY OR NIGHT.

FREIGHT. FREIGHT.

Freight received daily for Norfolk, Portamouth, Smithfield, Hampton, Old Folut, Waverly, Hicksford and Alexandria, Va.; Wasnington, D. C.; Newberne, Washington and Tarboro, N. C.; all stations on Atlantic and Danville, Seadoard and Foundam Radioands, and Easters North Carolina generally, also, for Eastern Store of Virginia and all regular landings on the James river at JOWEST RATES, and through bills Issued, LUCIEN B. TATUM, Vice-President, No., 117 Main street and Rocketts, 1247N WEISTGER, Freight and Passenger Agent.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY. Appointed saning days every TUESDAY and FellDAY at 12 M, and every SUNDAY at 5 A, M, Erelant for Tresday's and Friday's steamers received till 11:30 A, M, For Sunday's steamers treevet till 11:30 A, M, For Sunday's steamer till P. M. Saturday Freibit received daily till 5 f. M. Saturday Freibit received daily till 5 f. M. Set Freibit received daily till 5 f. M. Set Office to J. W. McCastrick, General southers Agent, Office, Rocketts, W.P. CLYDE & CO. THE NATIONAL BANK OF GREENSBORO

RICHMOND & DANVILLE R. R. R. RICHMOND. FREDERICKSBURG AND FOTOMAC RAILBOAD—School, ern standard time;

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TRAIN NO. 14, 6:20 A. M.,
CLOVER LOCAL, daily, except Sunday,
freight train with coach attached, for
Clover, Va., and intermediate points,
ARRIVE AT RICHMOND;
Train No. 53 at 5:15 A. M.; No 51 at 3:30
P. M., No. 55 at 4:30 P. M. and No. 41 at 8:45
A. M.
TRAINS SOUTHWARD.

TRAINS SOUTHWARD.

T. M. EMERSON, General Passenger Agent CHESA PEAKE AND OHIO RAIL tersburg, arriving at 12:02 A. M., con-troin No. 1, leaving 12:40 A. M. for Farm-ourg and all points of the control of the c

ARRIVE AT MICHMOND.

7:45 A M. and 2:55 P. M. daily from Con-cinnati, 9:15 A. M. from Charlottesville, and on Mondays from Staunton, daily, except Sunday, 10:59 A. M. and 7:45 P. M. daily from Norfolk, Station: Broad street near seventeenth.

JAME RIVER DIVISION, QR. & A. R. R.)
LEAVE RICHMOND.
9:00 A. M. Mail daily for Lynchburg, Lexington and Clifton Forge.
4:30 P. M. For Lynchburg (except sunday),
Sleeping car for Lynchburg at
6:16 A. M. (except sunday) for
Lexington, vs., and Clifton
Forge.

Forge, ARRIVE AT RICHMOND,
6:30 P. M. daily from Colfon Forge,
8:20 A. M. (except Sunday) from Cilifon
Forge Lexington, Va., and Lynch-iourg.
Station: Eignth and Canal streets.
G. W. STEVENS, there all Superintendents
H. W. Fullier,
[e 22] General Passenger Ascel.

Ballrand from Winterpoex, Sunmit, Ferdue, Beach, Fendley.
LEAVE RICHMOND,
3:00 p. m. via Richmond and Banyille Railroad for Farmville, cumberland
Courthouse, Powhatan Courthouse and all intermediate points.
5:15 p. m. via Richmond and Petersburg
Railroad for Eppes Falls, Winterpoek and all intermediate
points.
All trains daily except Sunday.
For tickets, baggage checks, time-tables,
&c., call upon A. W. GARBER, Richmond
and Danvine Railroad.
P. M. BUCKINGHAM.
General Passenger Agent.
JAMES R. WEITH, General Manager.
4929-19

DICHMOND CITY AND SEVEN PINES HALLROAD SCHEDULE. Station, Twenty-sixth and P streets. Electric cars connect with all trains. 5:30 A. M. 6:15 A. M. 6:30 A. M. 7:15 A. M. 7:30 A. M. 8:15 A. M. 12:00 M. 12:45 P. M. 1:00 P. M. 4:51 P. M. 6:15 P. M. 7:10 P. M. 8:50 P. M. 4:51 P. M. 6:15 P. M. 7:10 P. M. 7:15 P. M. 8:00 P. M.

8UNDAY TRAINS. 9:00 A. M. 9:45 A. M. 10:00 A. M. 10:45 A. M. 11:00 A.M.11:45 A.M. 12:00 M. 12:45 P. M. 1:00 P. M. 1:45 P. M. 2:00 P. M. 2:45 P. M. 8:00 P. M. 3:45 P. M. 4:00 P. M. 4:45 P. M. 6:30 P. M. 7:15 P. M. 7:50 P. M. 8:15 P. M. Round trip to Seven Pines, 25 cents,

INSURANCE.

VIRGINIA FIRE & MARINE Insurance Company RICHMOBS

Assets - - \$580,000. Half Century in Successful Operation. INSURANCE AGAINST FIRE & LIGHTNING.

This old Virginia is that on issues a ver, short and comprehensive policy free of restrictions and libeta in its terms and con its tons.

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CAPT. GEO. W. ALLEN,
DR. FRANCIS T, WILLIS.

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1BCS, 104 IS
D O. DAVIS W. H. McCabrity, Secretary S. McG. FISHER, Asserting Secretary, 6. 21-DaW

ROYAL GALLERY OF POSTRY & AS TO A STATE OF THE POSTRY AS T